

September 6, 2013

Weld Boulevard Pre-proposal conference questions

Verbal Questions at August 28, 2013 Pre-Proposal Conference

**1) With the three different safety zones on the parcel, do they look at each zone independently?**

**ANSWER:** Typically. The safety zones have different levels of restrictions and allowable intensities depending on each zone and Use as outlined within the Airport Land Use Compatibility Plan (ALUCP) charts. The City of El Cajon may have additional restrictions on use, in which case the most restrictive use would apply.

In some rare cases, intensity levels may be exceeded, the ALUCP for some uses may provide that development in the more restricted portion of a site can be reallocated to the less restricted portion, even if the allowable the intensity and lot coverage in the less restricted portion would then be exceeded. Please see the ALUCP for more specific information about proposed uses:

[http://www.san.org/sdcraa/airport\\_initiatives/land\\_use/adopted\\_docs.aspx](http://www.san.org/sdcraa/airport_initiatives/land_use/adopted_docs.aspx)

The FAA Obstruction site link is also given in the presentation:

<https://oeaaa.faa.gov/oeaaa/external/portal.jsp>

**2) If you meet the six criteria of Airports (as shown in the example given in the presentation), you would then be referred to the City of El Cajon Zoning Department. Are there any Use restrictions from Airports for categories that are accepted by the City zoning?**

**ANSWER:** The example in the presentation assumed you would already be working with the City of El Cajon. The City is already required by State law to adopt the requirements within the ALUCP. Theoretically the City's Zoning Dept.'s plan already incorporates the ALUCP given in the example. However, if the City chooses to exceed the plan or allow a use not allowed within the plan, the City Council may choose to override the plan, with a 2/3s vote of the City Council. However this transfers all liability to the City for any incident resulting in their decision. There are many acceptable uses contained within the ALUCP. If you're not sure whether or not a use complies with the ALUCP, the San Diego County Regional Airport Authority would be the land use authority on that issue. Note County Airports is not looking to have this land developed for residential use, so any proposals that include residential uses would be excluded from this RFP.

**3) Is the property in the County or the City of El Cajon or both?**

**ANSWER:** Both. It is a County Airport so the County owns the land. But the entire airport is located within the City of El Cajon so the City will be the permitting authority. Building Permits would be filed through the City and zoning would be the responsibility of the City of El Cajon Zoning Department. The Airport Land Use Compatibility Plan (ALUCP) has also been adopted by the City of El Cajon.

**4) Is there an option after the 55 year lease? Or is it only 55 years?**

**ANSWER:** We have, in the past, granted options for after the 55 years. That is something someone could propose within their submittal. The RFP was written with a 55 year lease because it is our Standard.

**5) Do you know if the whole thirty-one acres is useable or not? Or is that for us to decide?**

**ANSWER:** The three safety zones that are included on the parcel have different levels of use. Zone one is the most restrictive and could be used, as an example, to satisfy landscaping requirements. Zone two is limited on intensity with an example of appropriate use as a warehouse and Zone three allows higher uses and an example of appropriate use might be an office building. It is the developer's responsibility to perform their due diligence and determine what the current allowable uses are and what best suites their project.

**6) Why did the project that was outlined on the approved EIR not go forward?**

**ANSWER:** You would need to ask the developer. The project was planned and approved just prior to the recession and the substantially changing market conditions over the last 7 years. What made sense then may not have made sense at the end of the option period.

**7) Who was the prior developer?**

**ANSWER:** It is all public record and recorded with the Board of Supervisors. A very capable development company, Pacific Scene Commercial, Ltd. was previously selected.

**8) Is it possible to consider pushing out the deadline for the proposals (30 days)?**

**RESPONSE:** The dead line for submittal of proposals has been extended until November 1, 2013. Please review the Amended Target Timeline for additional changes to the target timeline.

**9) Will you notify us if you extend 30 days?**

**ANSWER:** If we were to extend we will post it on the County Airports Weld Blvd RFP web page and send a notice to everyone who included their e-mail on the sign in sheet.

**10) Of the 8 regional County Airports are there examples of property developed near the end of the runway that would be good examples of the situation that we are looking at?**

**ANSWER:** All of the airports have uses off of the ends of the runway; however there are no examples that are a direct comparison.

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Written Questions Submitted at August 28, 2013 Pre-Proposal Conference

**1) Can the projects minimum base rent of \$45,000/month be adjusted during construction or during phasing of the project?**

**ANSWER:** Yes. We would consider proposals with reduced rent during construction or phasing of the project. But our goal is to have the project developed as quickly as possible. Examples of what a developer might propose would include: A year of rent abatement during construction or until issuance of the Certificate of Occupancy, whichever comes first. Or, three phases of construction with deadlines by which the construction must be completed or, Certificate of Occupancy whichever comes first.

**2) What is the actual status of the property in terms of land use? The RFP says it is zoned City of El Cajon "M" but it also says that the property does not have entitlements – Please explain.**

**ANSWER:** The City of El Cajon controls the zoning and the ALUCP also controls what is allowed. Both must be satisfied with the most restrictive controlling. Other entitlements depend on what your proposed project is going to be and would need to satisfy the ALUCP, the City of El Cajon and the FAA.

**3) How was the minimum base rent determined?**

**ANSWER:** The minimum base rent was calculated using a recent independent appraisal on the parcel. The rental rate was calculated with the appraised value and substantially discounted.

**4) Is review under CEQA and NEPA required?**

**ANSWER:** Review under CEQA is required under California state law but the level required will depend on what is being proposed. There is an existing EIR that was certified by the City of El Cajon (Exhibit G). If the proposal is consistent with that EIR, a simple finding that nothing has changed may be adequate.

Today no evaluation has been performed under NEPA and some type of evaluation may be required. NEPA is the Federal review and could be required depending on what is proposed. There are various levels of review which could include, a Categorically Exempt finding, an Environmental Assessment, or an Environmental Impact Statement.

**5) What are the current FAA restrictions associated with the property? I found a map that showed a majority of the property in Zone 2 but no explanation as to what the Zone 2 restrictions are.**

**ANSWER:** There are FAA restrictions on all three safety zones; most include height restrictions. Zone 1 is most restrictive and is basically restricted to landscaping or open space.

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E-mailed Questions Received

NONE

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Clarifications given in Pre-Proposal conference

- 1) If any developer would like to obtain a Right of Entry Permit to allow a consultant access to the property to perform due diligence for soil testing or similar concerns, please apply through [Hugh.Rowles@sdcounty.ca.gov](mailto:Hugh.Rowles@sdcounty.ca.gov) or by calling the main number (619) 956-4800.